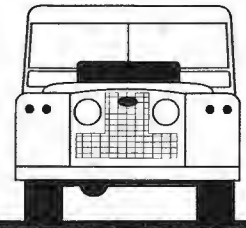


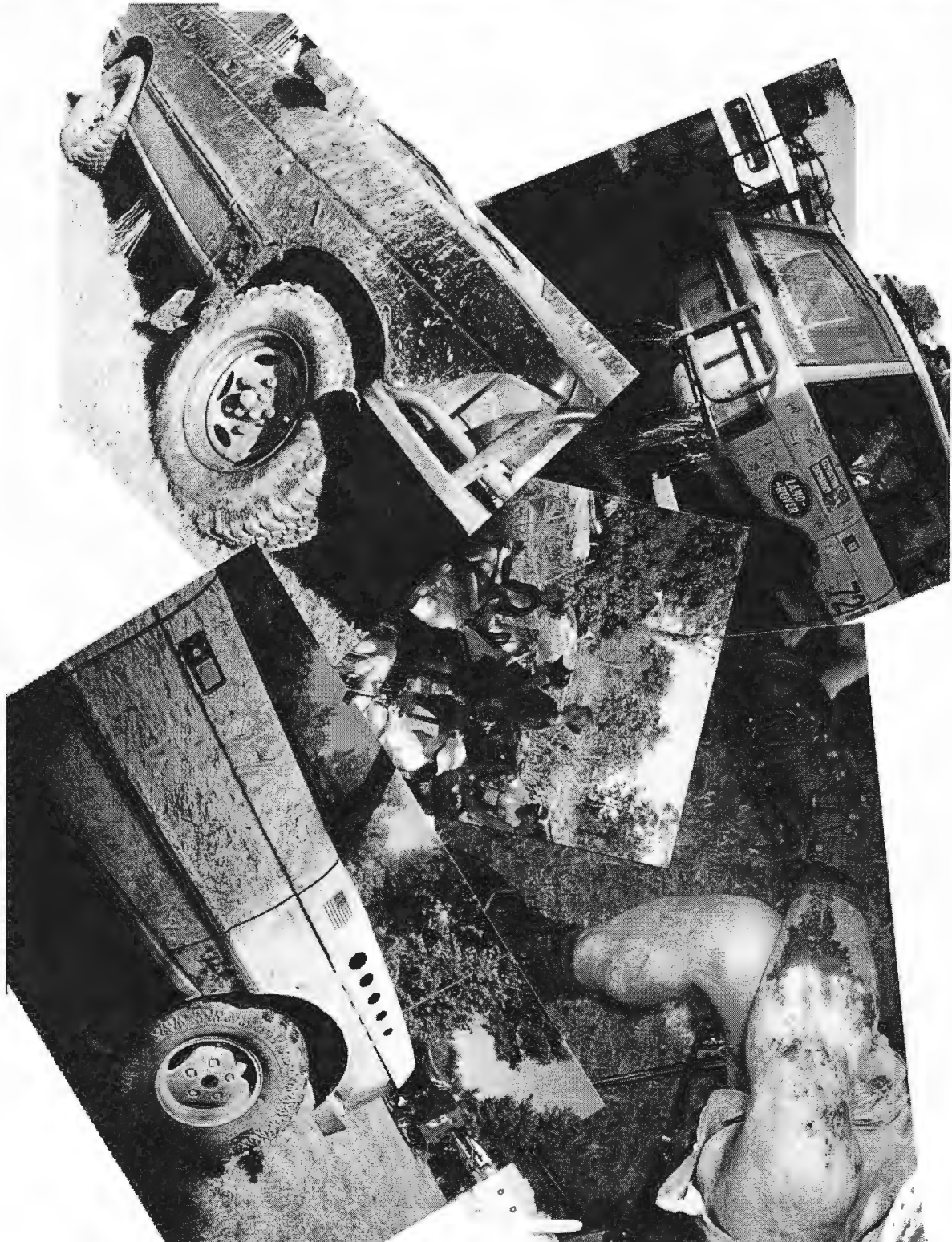
# OTTAWA VALLEY LAND ROVERS



JULY 2003

[WWW.OMLR.ORG](http://WWW.OMLR.ORG)

VOLUME XX, NUMBER VII





**OTTAWA  
VALLEY  
LAND  
ROVERS**

PO Box 36055, 1318 WELLINGTON STREET,  
OTTAWA, ONTARIO, CANADA K1Y 4V3

## General Information

**Ottawa Valley Land Rovers** is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

**OVL**R offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

**Membership:** Canadians joining throughout the year pay CD\$35 per year, Americans and others pay US\$30 per year. Membership is valid for one year.

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## OVL R NEWSLETTER

ISSN 1203-8237

is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

**Submissions:** Articles may be submitted to the Editor, Shannon Lee Mannion (ottawavalleylandrovers@sympatico.ca) or via post to the club address. Photographs should be sent directly to S.L. Mannion, 2-41 Florence St., Ottawa, ON Canada K2P 0W6. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back.

**Deadlines:** Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in that month's newsletter. All items submitted for publication should be legible and signed. Names maybe withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

**Editorial Policy:** The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements, and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R, or its sponsors or advertisers. Where specific data regarding operation, safety, repairs, or legislation are concerned you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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## RADIO FREQUENCIES

VHF 146.520  
CB channel 1  
FRS channel 1 sub 5  
SW 14.160 MHz  
OVL R/Land Rover HAM:  
14.160Mhz @ 01:00GMT Tuesdays

## ONLINE

<http://www.ovlr.org>  
Any ideas for the website please contact Dixon Kenner  
Land Rover FAQ: [http://www.fourfold.org/LR\\_FAQ](http://www.fourfold.org/LR_FAQ)

## SUBMISSIONS DEADLINE

The 15th of the month for inclusion in next month's issue.

## ADVERTISING INFORMATION

\$35 CDN for 1/4 page ad,  
must run for minimum of 3 months.

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## HEY MAN, WHAT'S GOING ON?

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### OVLR 2003 CALENDAR OF EVENTS

#### August 2003

Paragon Adventure Park, August 28  
Perth Fair Truck Show, August 31. Perth, Ont.

#### September 2003

Frame Oiler, sometime cold. Ottawa, Ont.

#### December 2003

OVLR Christmas Party.

#### January 2004

Annual General Meeting. The coldest night of the year,  
Ottawa.

*Note: Socials are held at the Prescott Hotel on Preston St. in  
Ottawa the third Monday of every month at 7:00 p.m.*

# TAKIN' CARE OF BUSINESS

## INSURANCE RATES ARE RISING

(WHICH MAY ACCOUNT FOR SOME FANCY FINANCIAL FOOT-WORK ALONG THE WAY.)

Attn: Northern Lights Member Clubs and Individual Members (OVLN is a member of Northern Lights.)

There has been some confusion as to the procedure for taking on new members for a Northern Lights event. After some discussion we realize that it is not always possible to inform Northern Lights (insurance@nl4x4.ca) of the names of new members who will be joining prior to an event. Participants always show up at the trail where it is near impossible to email from. As a result, Northern Lights has deemed the following policy to be acceptable for notification of new membership prior to an event. The steps are as follows:

- Use one of the waiver forms given to each club at one of the AGMs to record the names, signatures, email, and phone number of all participants in the event. This includes existing club members and the newly added members. The waivers should have been filled out for all club events (trail rides and events) anyway.

- Denote on the waiver which members are existing and which have been added for the event.

- Send a copy of the waiver along with a cheque for \$10/new member to Northern Lights for insurance. For example, if 20 participants show up for an event and join your clubs membership in order to be insured, your club will owe \$200 to NL for insurance. Again, it does not matter if the new members leave or are dropped from your membership after the event, if they are to be insured they must pay for the insurance.

The insurance policy now requires that Northern Lights keep copies of the waivers from all Northern Lights events on file, so submission of the waivers is not optional. If the added members' names are not on the waiver, they will not be insured. The \$10 insurance fee is the cost for this year's insurance policy renewal. Since the policy cost doubled, so has the per new member insurance fee.

Sincerely,  
Mike Fedchyshyn  
Vice-President/Insurance Coordinator, Northern Lights 4x4 Trailriders Assoc.

## CLASSIFIEDS

Hi,  
I have mildly breathed on the engine in my Range Rover and as a result have left over an intake manifold complete with injectors etc.as well as the control unit, distributor and other assorted bits and pieces, so if anyone needs any of it either email watson@wightman.ca or call 519 357 2148

cheerio  
Donj

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## NEW MEMBER BONANZA!

Martin Harasec of Greely, ON with a 1997 Discovery

Mike Doiron of Kanata, ON with a Range Rover

Andrew Moss of Dunrobin, ON with a 1973 Series III and a 1984 Rover SD1

Simon Burn of Bolton, ON with a D 90 and a D 110

Matthias Eisingrube of Annapolis, NS with a 1961 S II 88

Shaun Murray of Ottawa

Bill Fishel of Bristolville, OH with a 1964 Disco and a 1974 S III

Mark Nalewajo of Mississauga, ON with a Discovery

Andrew Beattie of Ottawa, ON with a Freelander

John Kostuch of North Hunting, PA with a 1902 Freelander

Justin Lillie of West Lebanon, NH with a 1967 S IIA

Peter Vollers of Woodstock, VT with a 1952 80 and a 1958 107

Jim Leach of Enfield, CT with a 1971 88

Michael Ladden of Simsbury, CT with a 1975 101 GS and a 1964 S IIA 109

Ronald Brown of Haverbrd, PA with a 1994 D 90 and a 1996 Discovery



## CONGRATULATIONS!

Benjamin Allan Smith, long time OVLRL member, married Christina Martha Albrecht on June 28, 2003 in a ceremony held in New Brunswick, New Jersey, USA. Ben's Forward Control was at the ready to spirit the couple away. (OK, I made this part up. Ed.)



*Little do the newlyweds know, the 101 is sneaking up on them...*

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# GENERAL GOINGS-ON

---

## **“GODS MUST BE CRAZY” STAR MOVES ON**

---

For those who are familiar with that Land Rover classic, *The Gods must be Crazy*, Gcao Coma, the bushman who played in the movie, has passed away. An article (<http://www.namibian.com.na/2003/june/national/03DFC10047.html>) said that his life was pretty much how it was portrayed in the movie. The article didn't say how he was discovered but up til that point he had only met 3 white people. The best guess was that he was 59 years old. A later report on National Public Radio went on to add that he was first paid in cash. The producers were not certain where it went. They then paid him in cows, but lions got some and the rest were eaten too quickly with resulting upset stomachs.

---

### **'GODS MUST BE CRAZY' STAR FOUND DEAD**

*TANGENI AMUPADHI*

NAMIBIA'S world-famous actor, Gcao Coma, who starred in 'The Gods Must Be Crazy', died in the Tsumkwe area last week. The cause of his death will be determined in the next few days after an autopsy is completed.

The diminutive film star, also known as N!xau or G!kau, died on Wednesday while walking alone near his village. Coma was found lying in the path to his home with his bow, arrows, and a bag strapped across his shoulder, Police spokesman Warrant Officer Christopher Munyika said yesterday.

Police confirmed his death, saying he was 59, although he had in the past said he was not sure of his age. He had suffered from TB (tuberculosis) for years. Munyika said his body was still at the mortuary waiting for a post-mortem to be performed.

A speaker of Ju/'hoansi, one of several clicking-sound languages spoken in former Bushmanland, Coma catapulted from the sandswept remote areas of the Kalahari Desert to international stardom in the 1980s with his leading role in the film about primitive lifestyles colliding with modernity. In 'The Gods Must Be Crazy' the community chose Coma to get rid of a "cursed" alien object that "dropped from the sky" - a Coca-Cola bottle that was thrown from a plane flying over their area. The bottle caused unhappiness in the community with children fighting over it and hitting each other. So Coma had to walk to the end of the world and throw it away.

The film became a worldwide hit and raked in US\$66 million (N\$495 million at today's rates) at the box office. At the time the film was the most successful foreign movie ever shown in the United States. When South African film director Jamie Uys discovered Coma, the Namibian had had little exposure to the outside world. He lived a hunter-gatherer life - one of the world's oldest cultures which had survived thousands of years unchanged in southern Africa. Coma had only seen three white people before he starred in the film. He went on to star in several sequels and to act in movies made in China, Hong Kong and Japan.

His first pay-out disappeared quickly with many hangers-on taking advantage of the illiterate actor's ignorance of the cash economy. Some speculated that he left cash lying about at his rudimentary house to be blown away by wind or be eaten up by hyenas. Reports said a Rolex watch and radios he received in Japan during a promotional tour were left lying in the bush as he trekked with fellow nomadic tribesman, because he did not attach value to the material world. But he received a pay-out said to be N\$150 000 in the late 1980s, which he used to build a brick house at Tsumkwe for N\$80 000. He also bought a bakkie for N\$15 000 and employed a chauffeur to drive him around.

But Coma gave all that up to return to village life. More than a decade later, Coma complained of being short-changed by the film-makers. But Uys's company, Mimosa Films, always insisted they took care of his best interests. Coma tried stock farming, keeping no more than 20 cattle at a time to enable him to keep track of his wealth as his arithmetic was rudimentary. He sold some cattle and goats, and lost others to lions that roam that part of north-east Namibia. By 2000, Coma had a plot of land at Gamsa village where he planted maize, pumpkins and beans. Coma had several children from two marriages, but his wives had died. It is not clear whether he had another wife at the time of his death. He is also survived by grandchildren.

---

# OTTAWA VALLEY LAND ROVER'S 20<sup>TH</sup> BIRTHDAY PARTY

---

## BROUGHT TO YOU BY THE FOLLOWING GENTLEMEN/WOMEN:

Kevin Willey for throwing it all together  
Kevin Newell for stand-by medic services  
David Meadows for being the man with the loot  
Terry King for consistent and careful off-road coordinating  
Robin Craig for a taxing but grand RTV course  
Dave Pell for becoming Member at Large at the last moment  
Christine Rose for reassuring us that it would all come together and also for her auctioneering skills  
Scott King for taking wonderful photos  
Cathy Vermette and Mrs. Deacon for sharing their land  
Roy Bailie for manning registration tent and keeping the kids cooled down  
Peter Gaby for scrutineering RTV  
Murray Jackson for being Marshall with the Mostest  
Fred Joyce and Murray for helping with the trailer  
Ted Rose for the winningest smile  
Dixon Kenner for being a mensch  
Ray Pearmain for being my driver

## AND A GREAT BIG THANK-YOU TO OUR SPONSORS

Land Rover Canada (delicious dinner on Saturday night)  
Rovers North (t-shirts)  
Land Rover Ottawa dealership (auction stuff and registration goodies)  
Atlantic British (auction stuff)  
Tim Hortens (Sunday breakfast)  
Land Rover Monthly Magazine (Registration goodies and RTV prizes)  
Wise Owl (auction stuff)  
High Lift (auction stuff)  
Land Rover Enthusiast Magazine (auction stuff)  
Lori Sickley (auction stuff)  
LightForce (auction stuff)



*The drag races were a popular attraction!*



*However, the tap-dancing demonstrations were even more popular. (Ray Pearmain)*

## OUR 20TH BIRTHDAY PARTY - ONE VIEW

by Terry King (OVLRL Off-road Coordinator)

In case you've been busy at work (or overseas), OVLRL has entered its 21<sup>st</sup> year and has just finished celebrating with a super 20<sup>th</sup> Birthday Party at Silver Lake. While there were approximately 135 registered entrants initially registered, as many as 185 people made an appearance over the weekend. I don't have a count of the number of LR vehicles.... 60-70+??? ...you get the idea ...(many)....The weather was fantastic, the trails wet and lush and ready for us.

Some 40 campsites at Silver Lake Provincial Park were booked...as well as a pretty big contingent at the Deacon's place, some in motels, and some day trippers.

Kevin Willey and Kevin Newell arrived at the site early in the afternoon Friday with the club trailer. I am sure some were already there to greet them.

By the time I got there Saturday at 8:30, the Silver-7 restaurant had a bunch of LR's in front, the trailer was assembled at the site, the awnings were up, the johnnies-on-the-spot were in place, the cooler was loaded with ice and drinks and people were stirring to life. I unloaded the T-shirts with the still-wet ink on them from my Disco, as well as the paper and ink June newsletters and surveyed the site—it appeared to have the Land Rover family covered: Series I, II, III's, FC's, Discos I & II, Rangies, & Freebies... some stock, some obviously modified... yes...the whole set...

There were American plates from Maine, New York, New Jersey, Pennsylvania, Maryland, Vermont, Connecticut, Massachusetts and I'm sure there are a few I didn't see.



*Land Rover jungle gym! Bruce and helper do a roof rack adjustment.*



*The tension in the air was palpable.*



*Testing the power of the new Rangie. That's 4.5 hp.*



*They were last seen pushing past Carp. (Ray Pearmain)*

## MORE BIRTHDAY PARTY ACTION!

While I got unloaded there were several off-roads heading out, one heavy and one light (as if that rreeeeaaaally ever happens). The temperature was rising (it actually had been cold Friday night—six degrees Centigrade—40 Fahrenheit)...and the sun was coming out to stay.

About 10:00 Robin (Craig) and his band of merry men (were there any Maid Marian among them?) set out to create a challenging RTV course in Nottingham Forest (not really . . . but who's writing this anyway . . . you or me?)

At 11:00 I led a light/medium run north of Highway 7 through Maberly, the first ever time the OVLR ventured on this trail. Three of us had scouted it in October (and May . . . and June for good measure) . . . there's no end to the executives' caring for you guys . . . trust me . . . we'll off-road anytime for a good cause <G>....

In any case, a dozen vehicles set out for a planned one-hour trip that took two hours (it's like an OC Transpo hour . . . but different . . . in this case it's 12 vehicles late by an hour because they were enjoying themselves too much, in OC Transpo's case, it's because they are disorganized <G>....

We set up the run to have three parts...a light 2km with a little water, then a rocky descent into 27-30 inches of water depending on your line, followed by an immediate steep incline and 3km of muddy trail complete with pinstriping...but because we billed it as a light run we only did the first two sections this time . . . with a photo op at the stream in the middle.

We huddled and hemmed and hawed. . . then Fred Barrett ventured through first in his Series with no problem, followed by David Pell, and Christian Szpilfogel in his Series and myself in my Disco... with 27 inches+ of water the trick is to get a bow wave going and be ready for the ascent at the far side....we all made it through and up but had to turn around in a limited area because the rest of the trucks stayed behind.



Rory McDonnell cools off his 109. (Scott King)



New York's Peter and "Rustie69" in their own private oasis.



This way to the Serengeti!



It's not really steep. That's just an illusion. But then why is everyone so interested? (Roy Pearmain)

## MORE BIRTHDAY PARTY ACTION!

Dave was the last one and with the long wheelbase and big turning circle got hung up (or down) with his nose on an overhang and his tail on a slippery rock incline....we came back over and winched him off...then headed back across the creek and home for lunch.

After a lunch break many of us headed over to the RTV site for a different kind of challenge . . . where time was not an issue but knowledge of your vehicle's outside dimensions and capabilities were an asset...Robin's group were assembled as about a dozen varied vehicles tackled a course filled with muddy ruts, reversals, uphill, downhill, rock climbing, five-point turns and two driver switches....there were some clangs as metal met rock and some winching, but ultimately we all got through....with five vehicles clearing all obstacles without a penalty...I did quite well until the last descent...I went down the middle... but slid right into the canes. I should have hugged the left side with the slope. After a grueling 20 minute tie-breaking questionnaire, Ted Rose emerged as this year's champ . . . hats off to Ted !!! And thank you Robin and crew for a great course.

Dinner was an absolute Godsend to anyone who has cooked for 150+ hungry off-roaders....a catered BBQ dinner of ribs and chicken, salads and all the fixings, laid on by Bytown Catering and 80% sponsored by Land Rover Canada...bang-on 6:00 o'clock...which was precisely halfway between the 5:00 on the timetable and the 7:00 on the website...what planning !!! Thanks to Kevin Willey for setting it all up....what would we do without him?

In case you haven't noticed...so far...everyone was enjoying the best BP ever...can I say it again.... EVER...according to many.....

We got comments like, "Hey...Kevin...you guys are amazing. We just off-road and then off-road some more," and "We don't see skies like this at home," and "The air is so clean," and "There are no bugs," and "Thanks for showing me this trail" and "This was the best weekend I've had in recent memory."

To the rhetorical question, "Is this great or what?" the only reply, uh gesture was, "Thumbs up." You get the idea. It was a perfect weekend.



*"No, you're supposed to AVOID the flags!"*



*Peter writes up a speeding ticket on the RTV.*

## MORE BIRTHDAY PARTY ACTION!

I can't report on the medium heavy runs, but I do know the Orange 101 spent some time on its side . . . so they must have some SOME fun!!!

Later on Saturday I was convinced into leading another run across Bennet Creek, but this time going all the way through to McDonald's Corners... at 9:30 p.m. a dozen hardy souls headed out for a darkened version of the day-time run. Everything really looks different at night, the ruts and shadows are almost appealing, the water calm and inviting. At 10:00 we hit the trail head and by 10:30 we had our first flooded vehicle in the Creek (Rory M.)... you had to be there to see the Milky Way, etc. all night...with some climbing and scraping, reversing and some major dusting we finally hit the campsite around 1:00 a.m . . . after MAYBE a wrong turn at Albuquerque (Where in tarnation were you guys? Ed.). It was the perfect ending to a perfect 19-hour day.

Five hours later, the site came back to life with the early birds swimming, making coffee and tuning up their vehicles.

Robin dropped in with Tim Horton's breakfast at the crack of 8:30. People came to life, had breakfast and the auction got under way about 10:30. There were some very nice items fetching over a \$100 and some kid's items that demanded a month's allowance at least.

As most of the entourage packed up and bid good-bye a dozen of the locals decided to take one last crack at the Bolton Creek run. We negotiated the first two legs pretty well (Rory made it almost to the end before drowning his Blue Series). Christine R. sailed OVER the rock midstream...most of us avoided it...<G>... and I thought one Defender was going to go all the way downstream...but he changed course at the last second...then we finished off the hill climb.. . but this time taking the first left after the water.



*Peter Gaby tries to fit in with his Jaguar. It's the one on the foreground, by the way.*



*Kevin N.'s 17 yr-old niece Michelle guides him over a tortuous rock climb and points out a rare Palaeolithic formation.*



*Christine Rose, escaping her duties. (Scott King)*



*An ancient pet burial site was discovered. Or Lightweighted.*

## MORE BIRTHDAY PARTY ACTION!

I headed the group into an ever narrowing trail until eventually there were not much more than two tire tracks and a mud hole.... I scouted it (wrong) and attempted to make it through the right side...it turned out that the line was dead centre...and nice and easy, but who knew??? With much coaching from Alastair and others and a backwards pull from Ted, I made it through on three tries....while I went ahead to scout the trail, the rest of the dozen vehicles got through one way or the other and we headed back to the BP site.

It was 3:00 p.m. and people had set their sites on home. We loaded garbage, took down the awnings and said our goodbyes before heading our separate ways.

---

### Addendum

I spotted Kevin Newell roadside near Perth. We tightened his front wheel bearings for an hour and water-blasted his cooling system in Perth to finish the day. Got home at 7:00 p.m.



*Remember, always lock your doors when you're surrounded by monkeys. Ted and Matthew consider Robin's sense of humour and sliding windows.*



*Matthew Q. takes a Twister break on the RTV course.*



*Robin's little recuperation haven. (Ray Pearmain)*



*With patience and a good hiding place, an enthusiast can spot the elusive Series Rover at play.*



*RR - what does that stand for again?*



*Keith Elliot tries to sink the Yellow Peril.*



*Francois' taxi service!*



*Marty's Series I is popular with the ladies. Marty appears quite upset by this.*



*Mike Wesson of Britannica Restorations peddles.*



*Oh, it's still new. But they'll find out - if you park on the rocks, people can see the leaks. (Ray Pearmain)*



*Christine discos with her navigator. For no apparent reason.*

### **KUDOS FROM RORY AND FAMILY:**

Just wanted to let the executive of the OVLRL know how much Joanne, Aidan and myself enjoyed the 17th/20th Birthday Party. We had a great time and enjoyed finally meeting some club members. Thank you to everyone who worked to put the event together.

Cheers,  
Rory McDonnell



*We're told that Ben's Lightweight is in this photo, but it's too well camouflaged to tell for sure.*



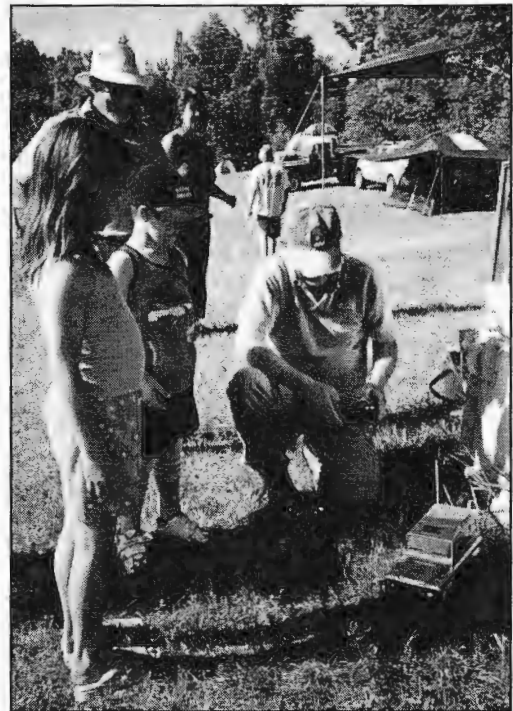
*The last slope of the RTV.*



*Ben's 101 at the concours.*



*Fred leads a game of "Mother May I?"*



*If you get them wet, they shrink.*



*Insert clever "Rover" joke here. C'mon, you can think of one.*



*The "no-touching" rule was easy on Ben's Lightweight.*

## NOTED:

Present at the 20<sup>th</sup> Annual Birthday Party, almost a representative of every product Land Rover has manufactured. We were missing a Series 1 80 inch and a Series 1 107. Everything else was there. Oh ya, no Series II forward control, either. And of course, there were the wannabes, a Jaguar, a Mercedes and a Rolls Royce. Also, a London Taxi not in body but in spirit.



*Where is this truck going? Who is driving it? Why is everyone so interested? We have no idea. (Ray Pearmain)*



*The fashion of the day. A mud pack leaves your skin silky smooth.*



*As the leaders approach the 18th green, the gallery prepares to burst into a well-earned round of applause.*



*As ever, OVL R members pride themselves on their precise and organized parking. (Ray Pearmain)*